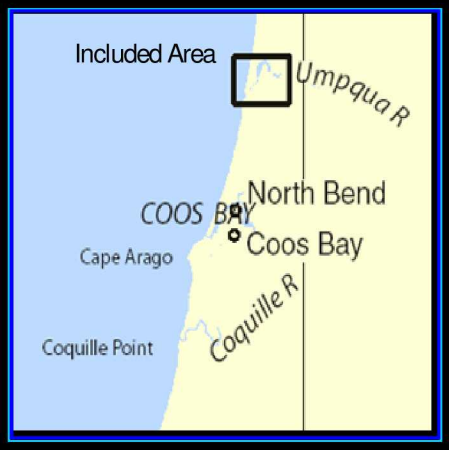
BookletChart™

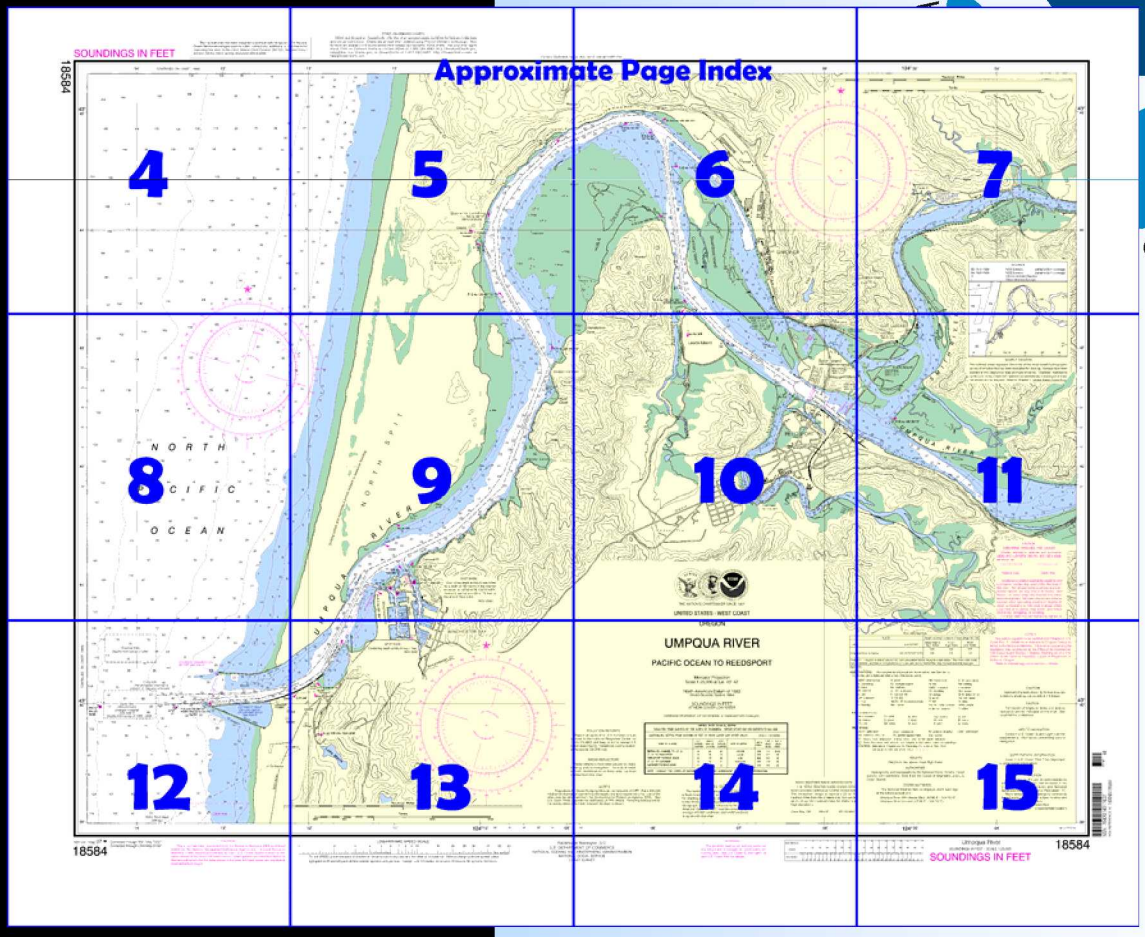
Umpqua River – Pacific Ocean to Reedsport

(NOAA Chart 18584)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA — National Oceanic and Atmospheric Administration — U.S. Department of Commerce

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

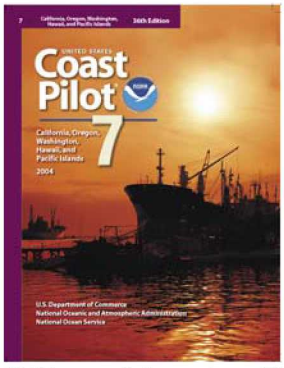
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 9 excerpts]

(147) **Umpqua River** is entered 20 miles N of Cape Arago Light. Some lumber, sand, crushed rock, and oil are barged on the river, but commercial traffic is very light. The **customs port of entry** is at Coos Bay.

(148) The S point at the entrance to the river is marked by sand dunes, partly covered with trees, that reach elevations of 300 feet. About a mile below the entrance is a bright bare spot in the dunes that shows prominently among the trees. Shifting sand dunes about 100 feet high are on the spit on the N side of the entrance.

(149) **Umpqua River Light** (43°39.7'N., 124°11.9'W.), 165 feet above the water, is shown from a 65-foot white conical tower just S of the mouth of the river. Trees surround the light, but the lantern shows over the tops.

(150) The entrance to the river is protected by jetties. The S jetty extends 1,200 yards seaward from the shoreline and is marked by a light with a seasonal fog signal and radar reflector. About 160 yards of the outer end of the jetty is submerged. A lighted whistle buoy, about 0.9 mile W of the S jetty light, marks the approach. A **086°** lighted range and a buoy mark the entrance channel which is subject to frequent changes. The middle jetty extends from the shoreline and connects with the outer section of the S jetty. The N jetty extends 1,100 yards seaward from the shoreline. In March 1981, it was reported that dangerous shoals exist in the N side of the entrance. The river channels are marked by lighted ranges, lights, buoys, and daybeacons. A Coast Guard lookout tower is about midway out on the middle jetty.

(156) **Umpqua River Coast Guard Station** is in East Basin about 2.3 miles from the entrance.

Supplies

(157) Gasoline, diesel fuel, water, and fuel oil for launches may be obtained at Reedsport.

(158) A machine shop is at Reedsport; a marine railway here can handle craft to 150 feet. A tidal graving dock for barges, 260 feet long and 60 feet wide, is operated by this firm across the river. Hull and engine repairs for small craft can be made at East Basin.

(159) **East Basin,** a small-boat basin on the E side of Umpqua River, 2.3 miles above the entrance, is entered through a dredged channel that leads from the main river channel to a turning basin, about 0.4 mile above the entrance, and continues for an additional 0.23 mile to the head of the project. The channel is marked at the entrance by two lights. A seasonal fog signal is at the W entrance light. In February 1998, the midchannel controlling depth was 15 feet from the main river channel to the turning basin about 0.4 mile southward, thence depths of 10 to 16 feet were in the basin, thence 12 feet at midchannel to just within 450 feet of the head of the project, thence gradual shoaling to 2 feet at the southernmost 450-foot end. Berths with electricity, gasoline, diesel fuel, water, ice, launching ramps, marine supplies, and an 8-ton crane are available in the basin; hull, engine, and electronic repairs can be made. A fish wharf with a cold storage and ice plant on its outer end is on the W side of the basin.

(160) **West Basin,** entered from the N immediately W of East Basin, is a partially enclosed basin that was constructed as an expansion of East Basin. The entrance to the bay is marked by a light and a daybeacon. In February 1998, the controlling depth was 12 feet from the entrance at the main river channel to the head of the project. The village of **Winchester Bay** is a fishing resort on the E side of the East Basin.

(161) **Gardiner,** on the NE bank of the river 8.5 miles inside the entrance, is the site of a large papermill and a lumbermill. A dredged channel serves these mills. Barges unload fuel oil at the papermill wharf, 0.8 mile N of the town. Depths of 18 feet are reported alongside. The wharf is marked by a private light. There is a public small-craft launching ramp in Gardiner.

(162) **Reedsport,** on the SW bank of the river, 10 miles inside the entrance, is a station on the railroad and the principal town on the river. A plywood plant and a sawmill are in the town. The plywood plant wharf, at the entrance to Scholfield Creek, is in ruins and not used. The sawmill barges lumber intermittently from the port wharf, which is between the swing bridges; the wharf has about 18 feet along the loading face. A lumber wharf, used occasionally, is on the NW end of Bolon Island.

(165) **Scholfield Creek** enters Umpqua River N of Reedsport. The entrance to the creek is marked by daybeacons. A fixed highway bridge with a clearance of 20 feet crosses the creek 0.9 mile above the mouth; power cables with a least clearance of 41 feet crosses the creek between the two bridges. A fixed railroad bridge with a 30-foot span clearance of 16 feet crosses the creek 2 miles above the mouth.

(166) **Smith River** enters Umpqua River from the NE at Reedsport. The controlling depth is about 5 feet for 5 miles above the mouth, thence 2 feet to **Sulphur Springs Landing,** 18 miles above the mouth.

Table of Selected Chart Notes

Corrected through NM May 12/07
Corrected through LNM May 01/07

Mercator Projection
Scale 1:20,000 at Lat. 43° 42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Coos Bay, OR	KIH-32	162.40 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Portland, Oregon.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

STORM WARNINGS

The National Weather Service displays storm warnings at the following locations:

Umpqua River (Winchester Bay) (43°40.8' - 124°10.6')
Umpqua River Lookout (43°40.0' - 124°12.3')

NOTE S

s for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. nation concerning the regulations and requirements for use of the btained from the Environmental Protection Agency (EPA). See s appendix for addresses of EPA offices. Dumping subsequent to s may have reduced the depths shown.

REEDSPORT
CHANNEL
TURNING
CHANNEL
WINCHESTER
WEST CHA
EAST CHA

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Umpqua River Entrance	(43°41'N/124°12'W)	6.9	6.3	1.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

UMPQUA RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009 AND SURVEYS TO MAR 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
UMPQUA RIVER ENTRANCE							
ENTRANCE CHANNEL	21	24	30	6-09	---	1.2	26
UMPQUA RIVER TURN	21	23	24	6-09	200	1.3	22
SALMON HARBOR REACH	22	21	21	4-09	200	2.1	22
BARRETTS RANGE	20	20	20	4-09	200	2.0	22
MILE SIX BAR	21	21	21	4-09	200	2.2	22
CANNERY SANDS							
JCT TO LEEDS ISLAND LIGHT	16	16	15	1-09	200	1.8	22

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FEET

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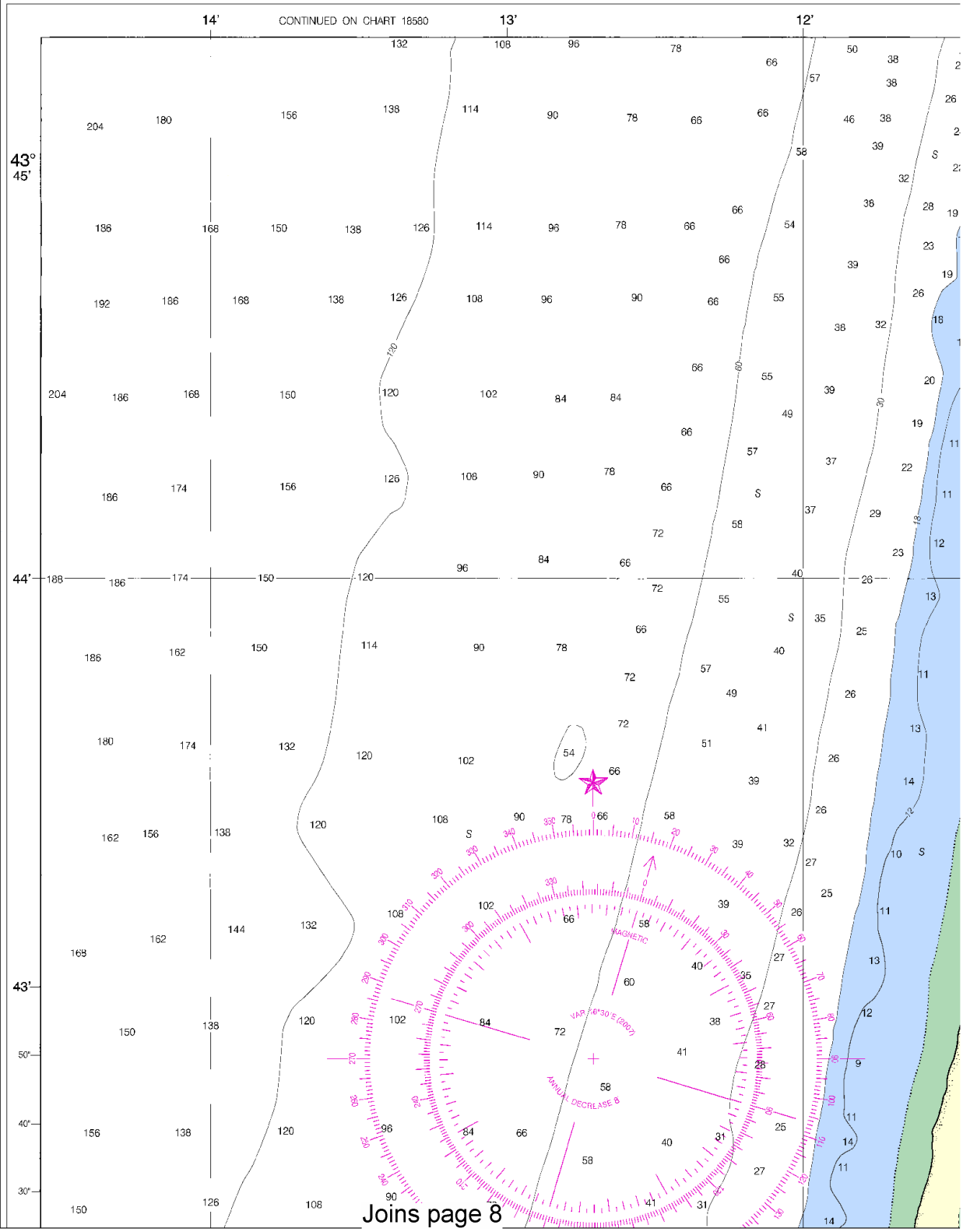

Joins page 8

4

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

PRINT-ON-DEMAND CHARTS

its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Marinors
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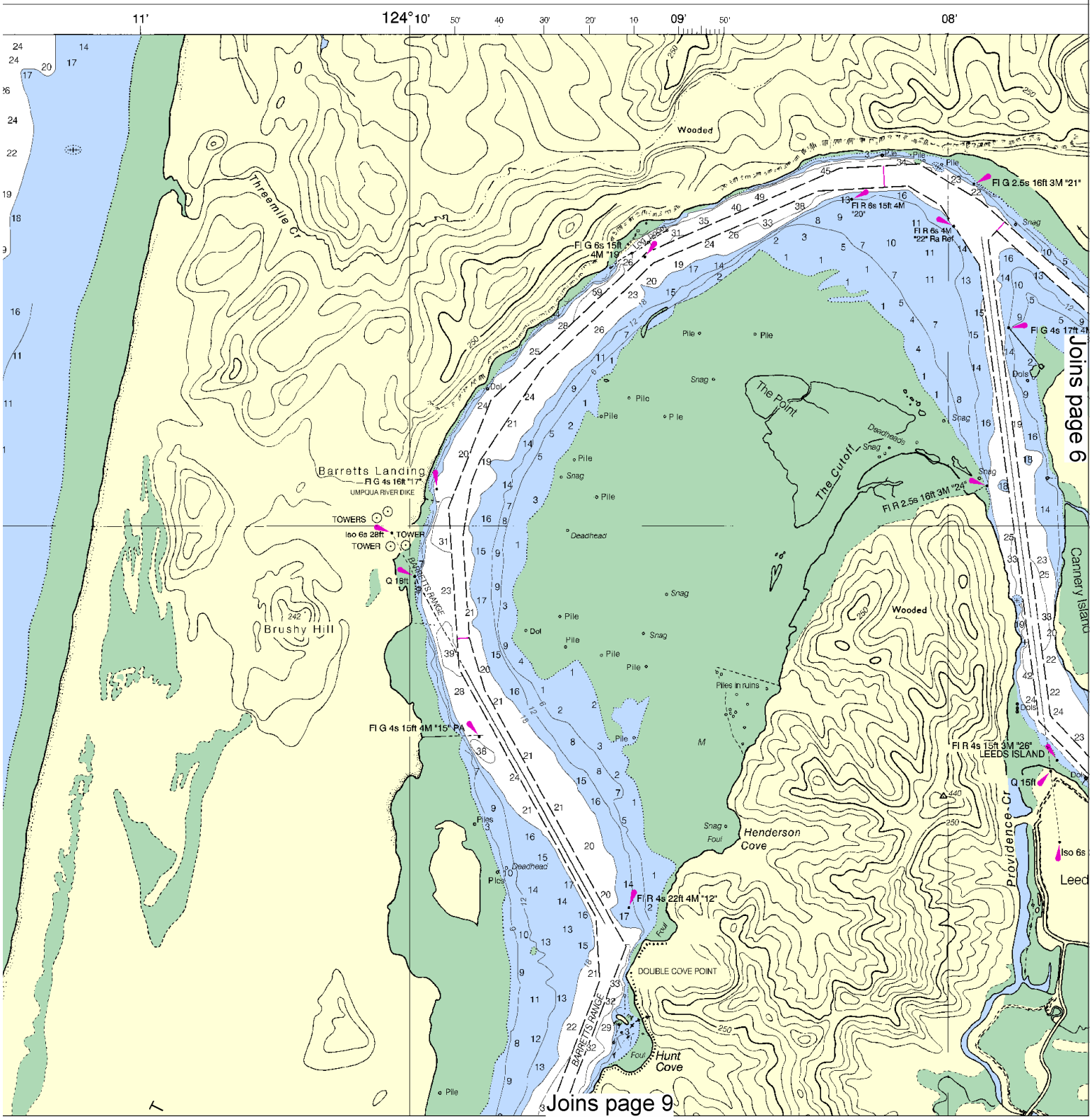
alCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or
rafix.com.

Formerly C&GS 6004, 1st Ed., Nov.1921 C-1955-887 KAPP 1795



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Notices to Mariners
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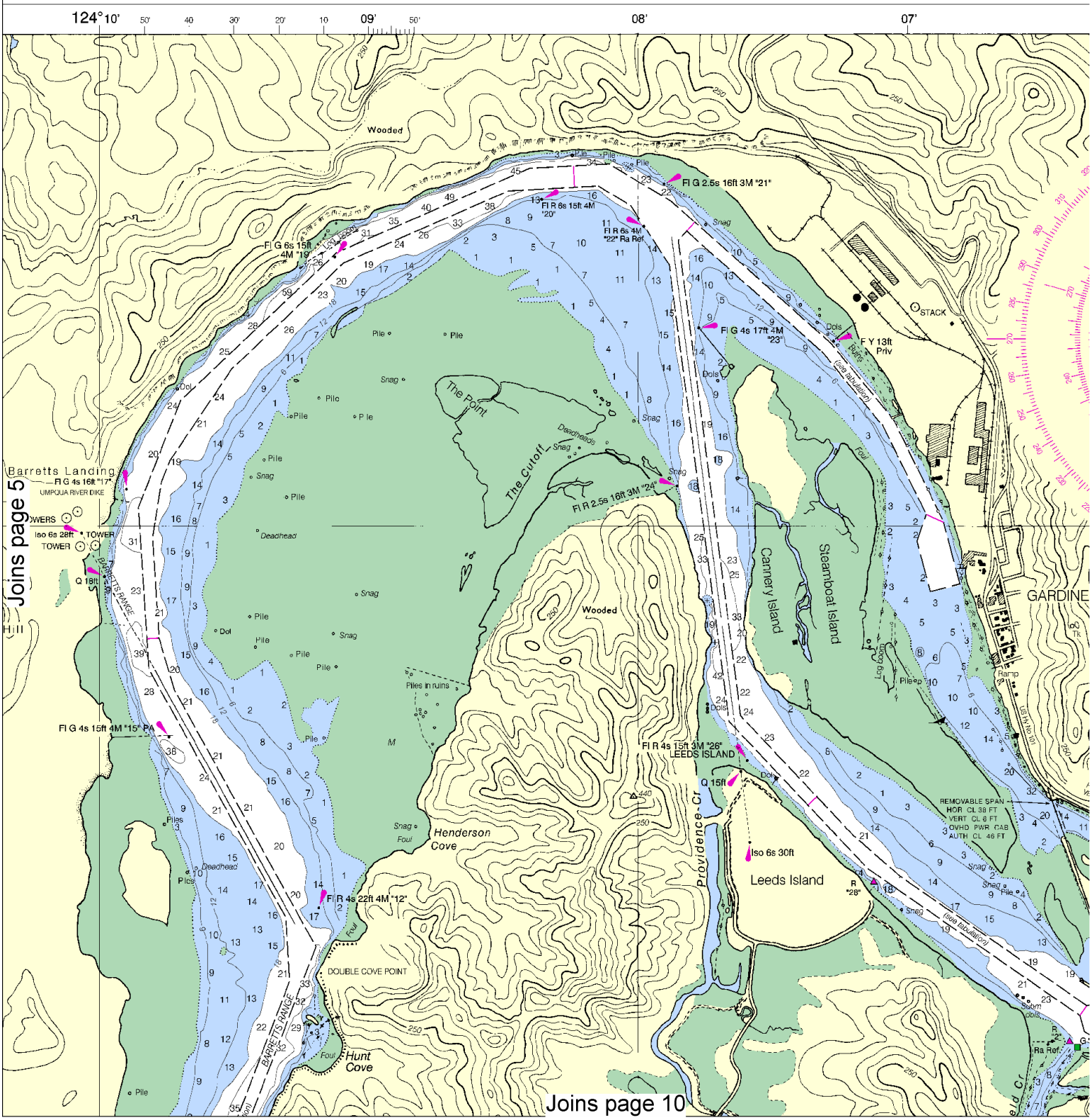
anGrafix.com, or

Formerly C&GS 6004, 1st Ed., Nov.1921 C-1955-887 KAPP 1795



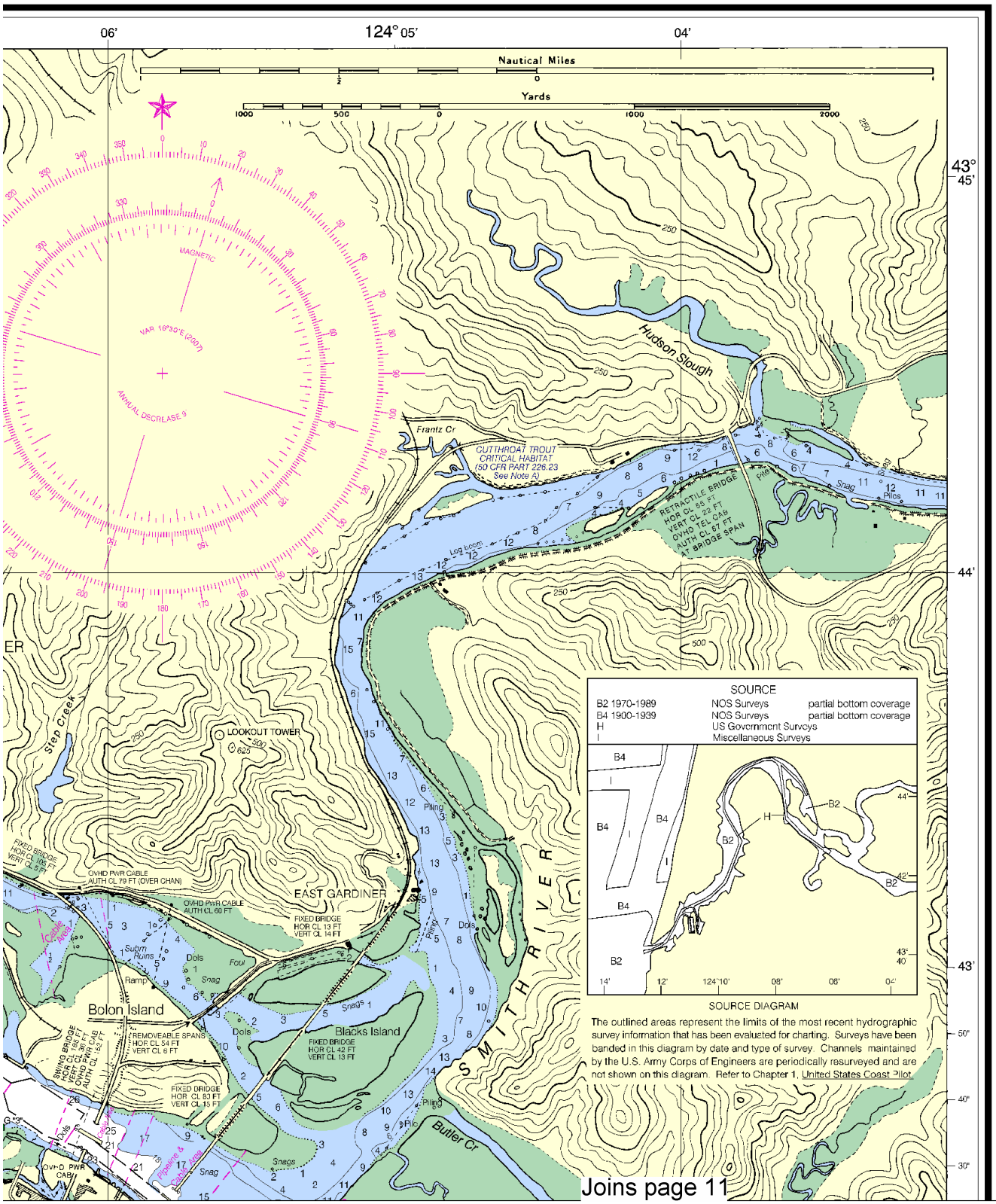
6

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

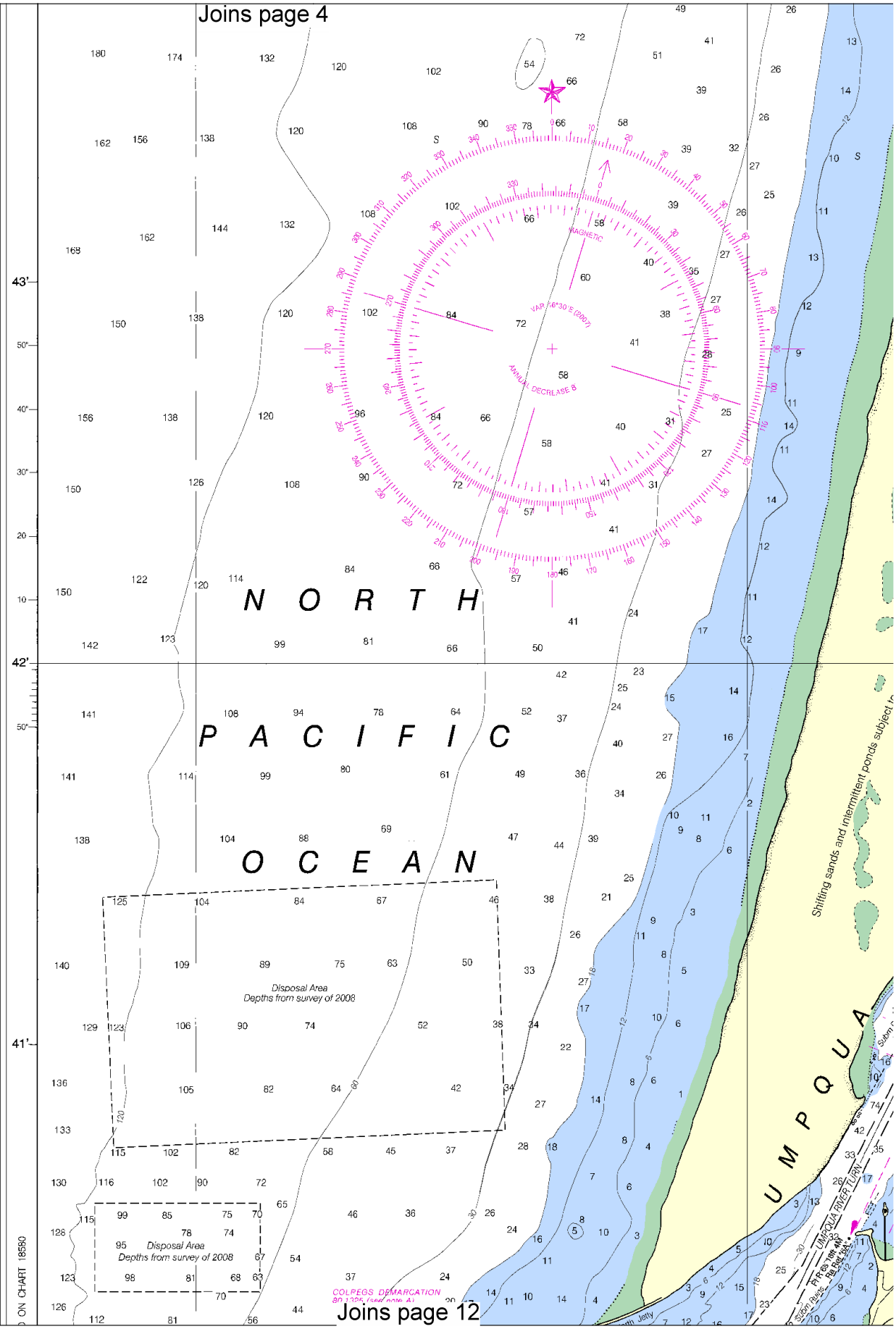
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .



North

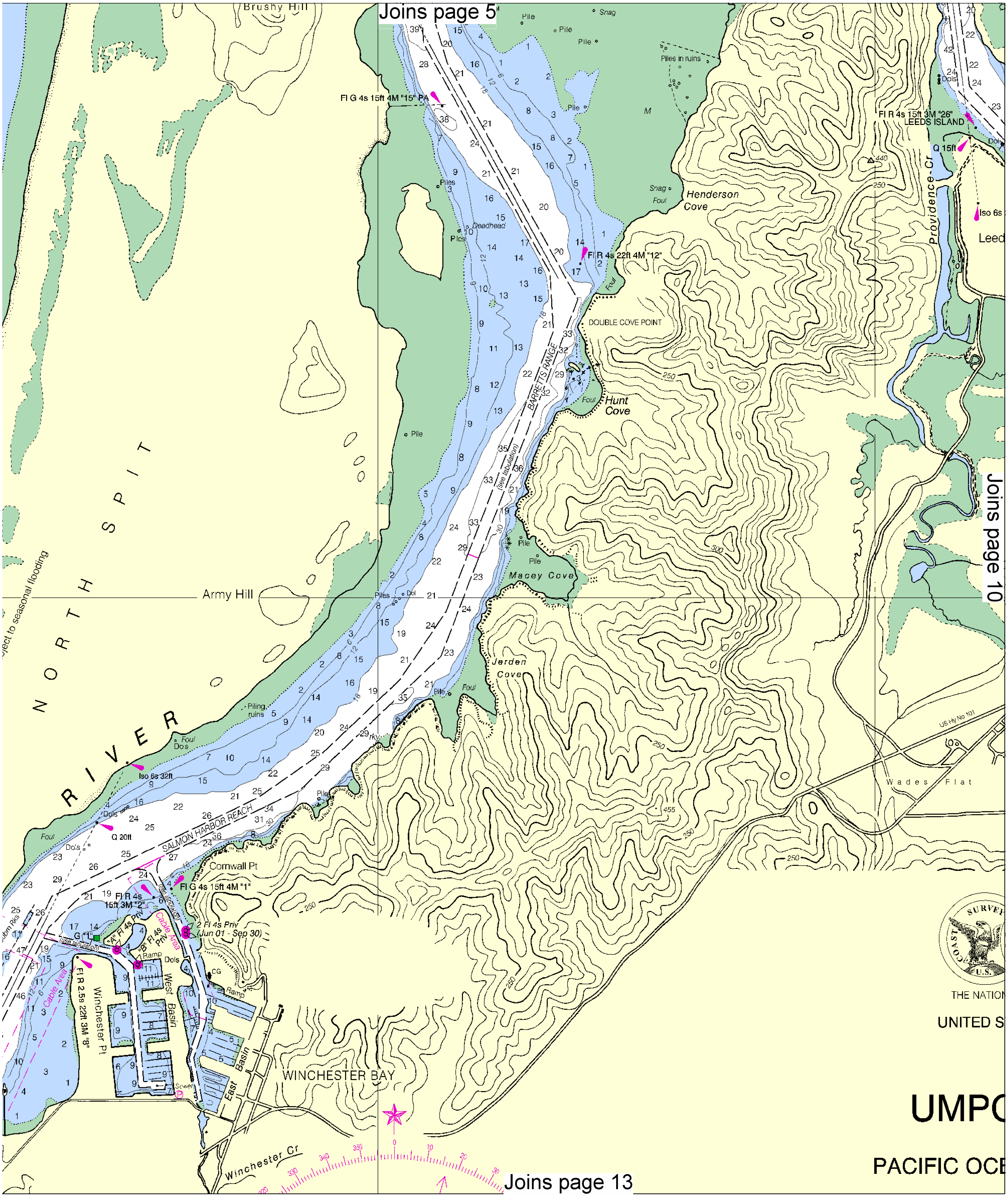
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

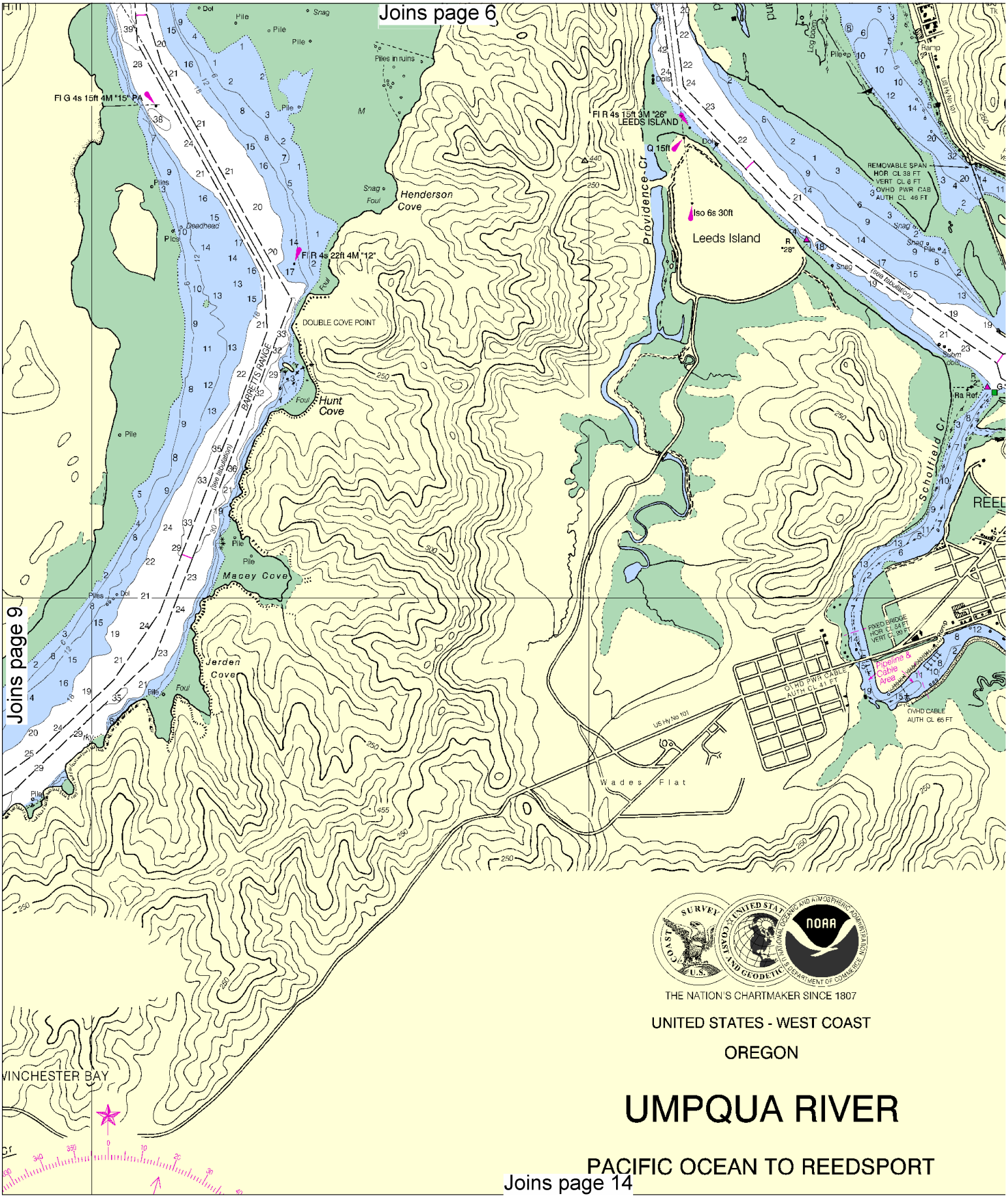
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 5
Joins page 10
Joins page 13
Brushy Hill
NORTH SPIT
RIVER
Army Hill
Henderson Cove
DOUBLE COVE POINT
Hunt Cove
Macey Cove
Jerden Cove
BARRETTS RANGE
SALMON HARBOR REACH
Cornwall Pt
Winchester Pt
West Basin
East Basin
WINCHESTER BAY
Winchester Cr
Providence Cr
LEEDS ISLAND
Wades Flat
US Hy No 101
Fl G 4s 15ft 4M "15" PA
Fl R 4s 22ft 4M "12"
Fl R 4s 15ft 3M "26"
Q 15ft
Iso 6s 32ft
Q 20ft
Fl G 4s 15ft 4M "1"
Fl R 4s 15ft 3M "2"
2 Fl 4s Priv (Jun 01 - Sep 30)
Fl R 2.5s 22ft 3M "8"
Cable Area
THE NATION
UNITED S
UMPC
PACIFIC OCE



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

OREGON

UMPQUA RIVER

PACIFIC OCEAN TO REEDSPORT

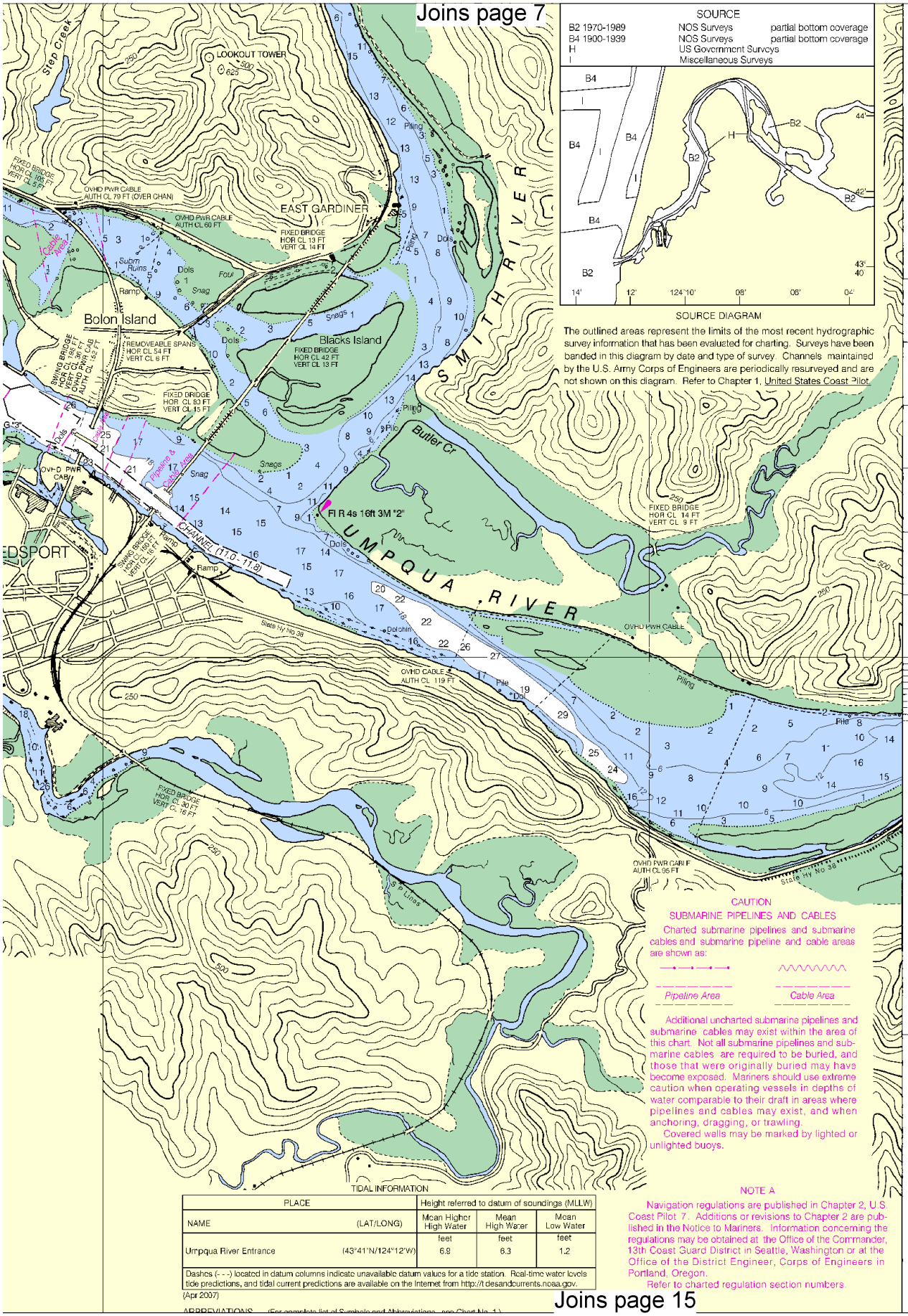
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 7



SOURCE

B2 1970-1989	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
H	US Government Surveys	
I	Miscellaneous Surveys	

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(Apr 2007)

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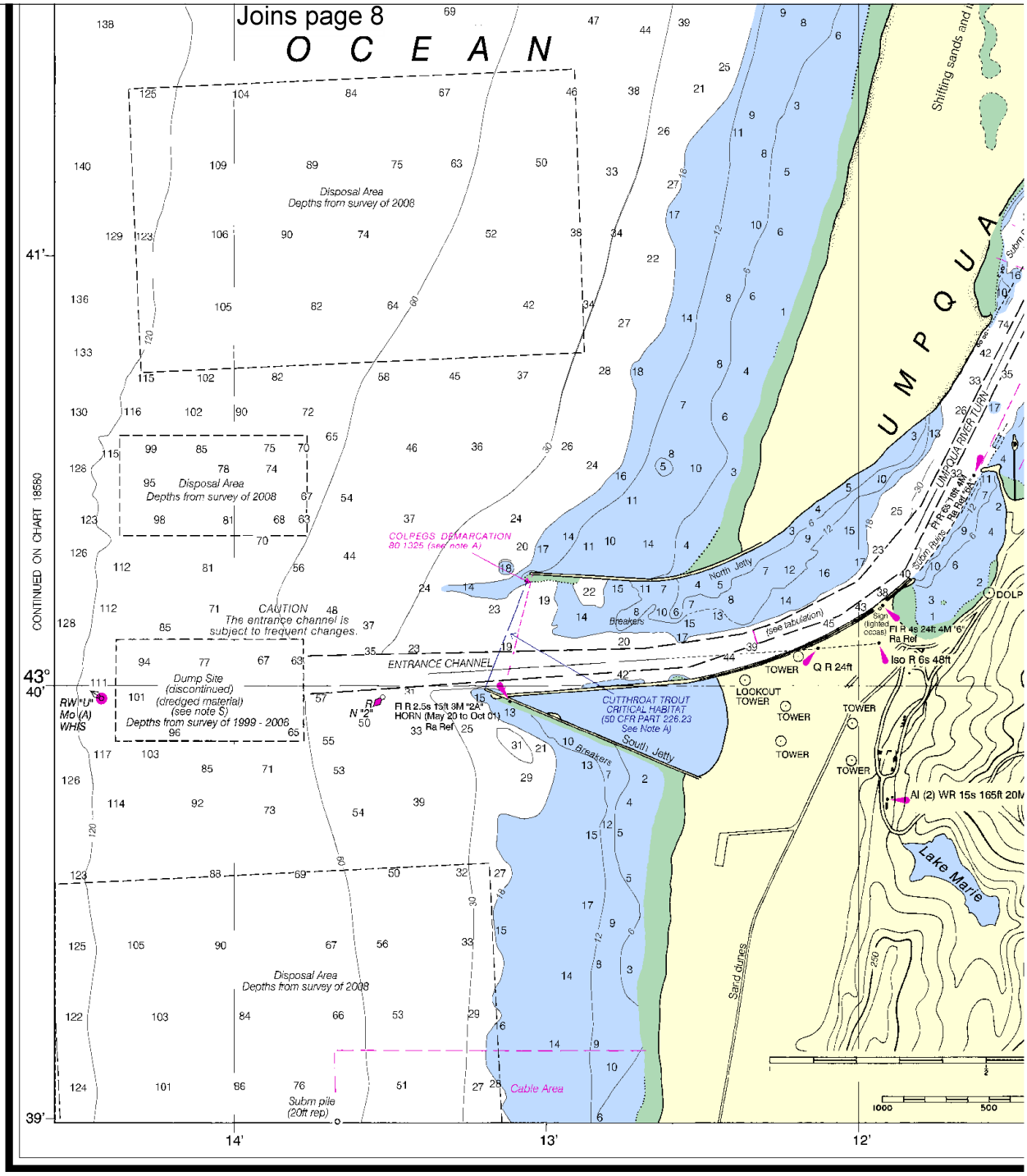
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Joins page 15



48th Ed., May/07 ■ Corrected through NM May 12/07
Corrected through LNM May 01/07

18584

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1 2

To find SPEED, place one point o
right point on 60 and left point will t

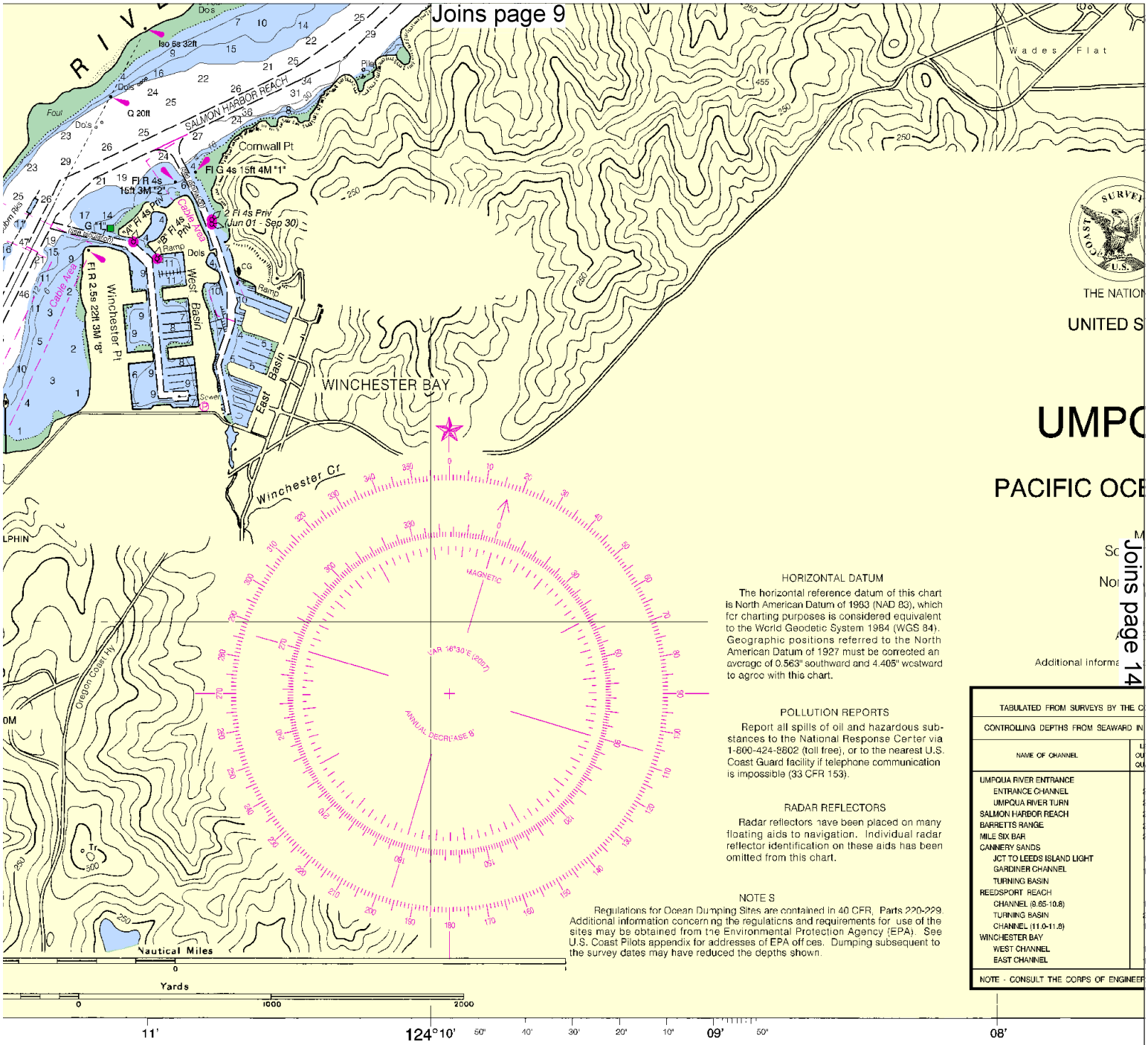
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1 ½

Yards
500 0 500 1000 1500 2000 2500

Joins page 9



THE NATIO

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UMPQ

PACIFIC OCE

Joins page 14

Additional informa

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.563" southward and 4.405" westward to agree with this chart.

POLLUTION REPORTS

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RADAR REFLECTORS

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NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

TABULATED FROM SURVEYS BY THE C

CONTROLLING DEPTHS FROM SEAWARD IN

NAME OF CHANNEL	L OU QU
UMPQUA RIVER ENTRANCE	
ENTRANCE CHANNEL	
UMPQUA RIVER TURN	
SALMON HARBOR REACH	
BARRETTS RANGE	
MILE SIX BAR	
CANNERY SANDS	
JCT TO LEEDS ISLAND LIGHT	
GARDINER CHANNEL	
TURNING BASIN	
REEDSPORT REACH	
CHANNEL (9.65-10.8)	
TURNING BASIN	
CHANNEL (11.0-11.8)	
WINCHESTER BAY	
WEST CHANNEL	
EAST CHANNEL	

NOTE - CONSULT THE CORPS OF ENGINEER

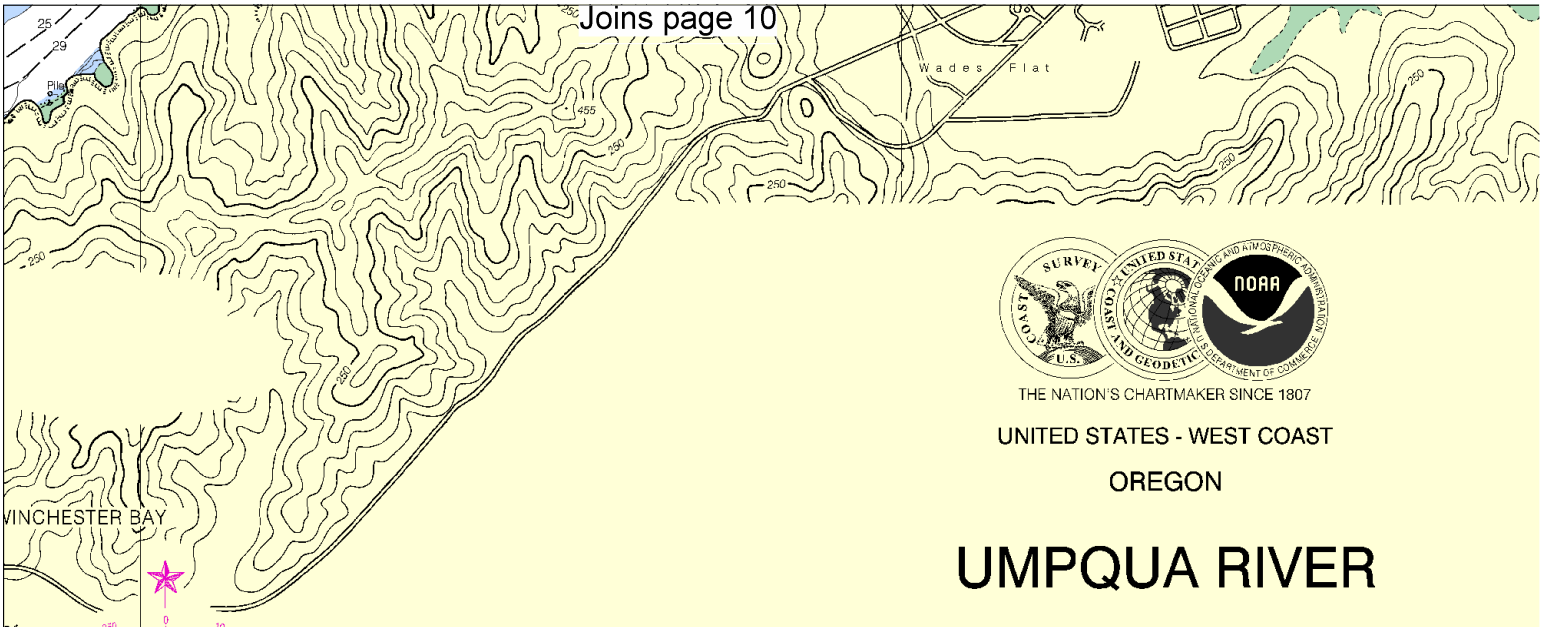
LOGARITHMIC SPEED SCALE

3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

t of dividers or distance run (in any unit) and the other on minutes run. Without changing divider spread, place
ll then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10



Joins page 13

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

OREGON

UMPQUA RIVER

PACIFIC OCEAN TO REEDSPORT

Mercator Projection
Scale 1:20,000 at Lat. 43° 42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.563" southward and 4.405" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

UMPQUA RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2009 AND SURVEYS TO MAR 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
UMPQUA RIVER ENTRANCE							
ENTRANCE CHANNEL	21	24	30	6-09	---	1.2	26
UMPQUA RIVER TURN	21	23	24	6-09	200	1.3	22
SALMON HARBOR REACH	22	21	21	4-09	200	2.1	22
BARRETTS RANGE	20	20	20	4-09	200	2.0	22
MILE SIX BAR	21	21	21	4-09	200	2.2	22
CANNERY SANDS							
JCT TO LEEDS ISLAND LIGHT	16	16	15	1-09	200	1.8	22
GARDINER CHANNEL	13	13	14	1-09	200	1.4	22
TURNING BASIN	6	3	3	1-09	---	0.2	22
REEDSPORT REACH							
CHANNEL (9.65-10.8)	17	17	17	5-09	200	1.15	22
TURNING BASIN	26	25	24	5-09	600	0.2	22
CHANNEL (11.0-11.8)	13	13	12	5-09	200	0.6	---
WINCHESTER BAY							
WEST CHANNEL	10	11	10	3-09	100	0.9	16
EAST CHANNEL	10	7	4	3-09	100	0.9	16-12

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

124°10' 50' 40' 30' 20' 10' 09' 50' 08' 07'

20 25 30 40 50 60

thout changing divider spread, place
15 minutes, the speed is 15.0 knots.

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COAST SURVEY

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

FATHOM
FEET
METERS

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

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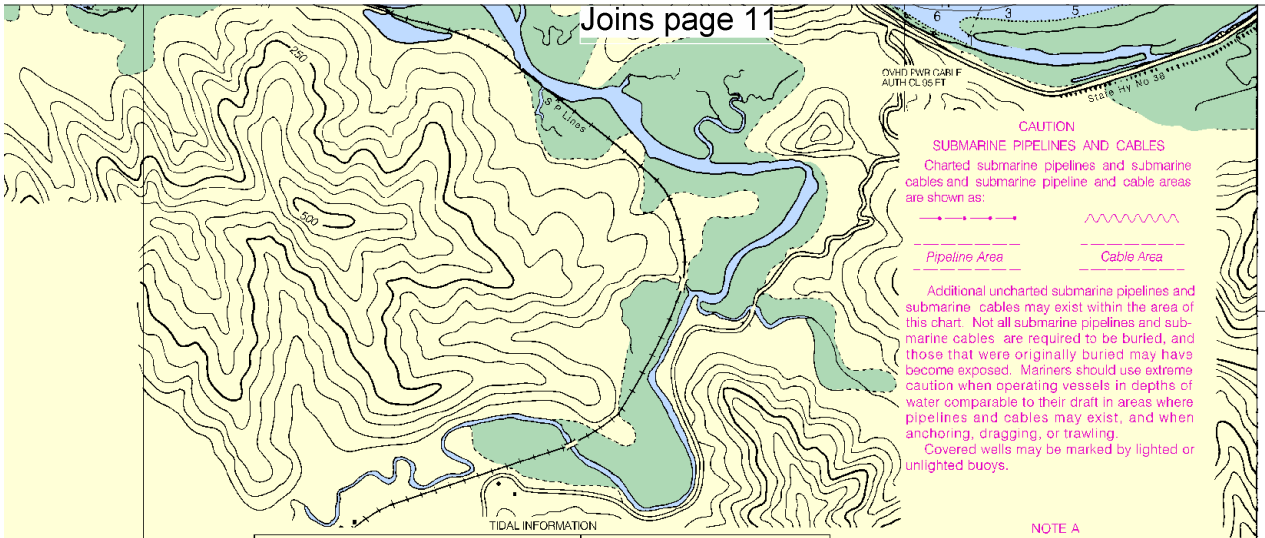


CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

41'

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Umpqua River Entrance	(43°41'N/124°12'W)	6.9	6.3	1.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels tide predictions, and tidal current predictions are available on the Internet from http://t desandcurrents.noaa.gov.

(Apr 2007)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Portland, Oregon.

Refer to charted regulation section numbers.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Cc coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

STORM WARNINGS

The National Weather Service disp ays storm warnings at the following locations:

Umpqua River (Winchester Bay) (43°40.8' - 124°10.6')

Umpqua River Lookout (43°40.0' - 124°12.3')

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges

43° 40'

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed elow provides continuous weather broadcasts. he reception range is typically 20 to 40 autical miles from the antenna site, but can be s much as 100 nautical miles for stations at gh elevations.

oos Bay, OR KIH-32 162.40 MHz

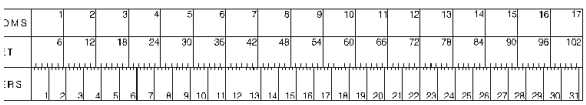
39'

06' 124° 05' 04'

986.4 X 772.5 mm

ED. NO. 48

NSN 7642014011632 NGA REFERENCE NO 18XHA18584



Umpqua River

SOUNDINGS IN FEET - SCALE 1:20,000

SOUNDINGS IN FEET

18584

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 206-220-7001
Coast Guard North Bend – 541-756-9210
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.